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The only Reliable Brand is
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12, Queen's Road Central.

No. 14,378

號捌拾柒百叁千肆萬壹第

日柒十月叁年十叁緒光

HONGKONG, MONDAY, MAY 2ND, 1904.

壹拜禮

號貳月五年肆零百九仟壹英港香

PRICE, \$3 PER MONTH.

TO KEEP YOUR HOUSES SWEET AND
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**WATSON'S
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THE BEST LIQUID DISINFECTANT
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**A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.
[a1545]

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Price \$11.00 PER DOZEN

NET

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Bland
Selected
Distillations of the
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Apply to

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GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.25 per bag ex Factory.
SHEWAN TOMES & CO.,
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Hongkong, 14th August, 1903. [a3389]

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NEW PREMIER CYCLES. Best American
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[a3389]

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ANY QUANTITY of PURE FRESH
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Call Flag W.
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Hongkong, 13th June, 1903. [a3394]

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THE "NAGASAKI MEDICAL HALL"
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R. H. POWERS & CO., Nagasaki.
Hongkong, 22nd April, 1904. [1074]

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DREDGER, size B. +, in good condi-
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Apply—
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Hongkong, 27th April, 1904. [1109]

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RURAL BUILDING LOTS 42 and 84,
(Magenta Gap) with the Building
thereon known as "STONYHURST," formerly
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Premises let at \$40 a month, inclusive of taxes.
Area of lots about 30,000 Sq. feet.
Price \$7,000, of which \$4,000 to remain on
Mortgage, if required, at 7% per annum.
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62, Queen's Road.
Hongkong, 29th April, 1904. [1141]

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FOR SALE as a going concern, HOTEL
COMPANY, comprising two First-class
Hotels in Manila, with Livery Stables attached.
Intending purchasers will please apply for
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Hongkong, 13th April, 1904. [991]

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Hongkong, 22nd March, 1904. [800]

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Hongkong, 21st December, 1903. [a38]

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Hongkong, 16th April, 1904. [a35]

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SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the Label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

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**THE ELITE OF WHISKY—
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\$21 PER DOZ.

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**C. P. & Co.'s OWN SPECIAL
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**BORATED LAVENDER
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EXPRESSLY PREPARED
FOR TOILET USE.

ANTISEPTIC

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This new preparation will be found to combine the aromatic properties of the
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DELICATELY PERFUMED with the sweet odour of MITCHAM LAVEN-
DER the bath has a new charm.
The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific
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MADE SPECIALLY FOR THE EAST BY

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THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

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Hongkong, 29th April, 1904. [338]

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CH'ENG YU K'AO 成語考 WITH
CHINESE TEXT, NOTES, EXPLANA-
TIONS AND ENGLISH AND CHINESE
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You pay a small sum down—say \$10.
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And before you know where you are
The SINGER belongs to you.

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Hongkong, 22nd April, 1904. [1016]

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ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.
Bath to each room.

Dining-room and Cuisine under strict
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European and American Wines, Spirits, and
Gosers.

POOL and BILLIARDS.
English, American and Manila Newspapers on
file.

Terms: \$4 to \$10.00 per day.
H. MATTHEW,
Proprietor. [a218]

Hongkong, 6th May, 1903. [a218]

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DE FILIPINAS.

FULL line of samples may be seen at 53,
Des Vaux Road, where our Representa-
tive has established himself. He will accept
orders for all our brands of Cigars at Factory
Prices.

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DE FILIPINAS.

Barcelona and Manila.

Hongkong, 20th April, 1904. [1054]

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(HOTEL-SANITARIUM OF SOUTH

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HAS been re-opened under European

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as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (s.s. Heungshun), daily to and

from Hongkong, and two steamers to and from

Canton, give easy communication with the

colony.

Cable Address—"BOA VISTA".
For Terms, apply to THE MANAGER [a224]

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THE STANDARD LIFE OFFICE.

SPECIAL ADVANTAGES.

A MONG others are the following:

- (1) Immediate acceptance and issue of Policy
No provisional acceptance or reference to
Head Office.
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ADVANCED on the spot without
reference home.
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Loan values.
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leaving the East either permanently or
for a short period.
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payment of premiums in arrear.
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quarterly instalments without any
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[a1891-5]

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A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
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Private Bar and Two Billiard Rooms for
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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
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Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
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Hot and Cold Water throughout.
Wines and Groceries specially imported by
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Wines cooled by Hotel refrigerators.
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machinery.

Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,
Manager.

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a914]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER. [a1082]

Hongkong, 10th June 1903.

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A FIRST CLASS HOTEL Situated near

the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

MANAGER. [a949]

Hongkong, 31st October, 1902.

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

WM. FARMER,

Proprietor.

[a697-1977]

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LIMITED
ESTABLISHED A.D. 1841.
WINE AND SPIRIT MERCHANTS.

CLARETS.
FINEST VINTAGES FROM
THE MOST
CELEBRATED
CHATEAUX
IN EXCELLENT CONDITION.

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B. ST. ESTEPHE (Red Capsule)	\$8.00	\$9.00
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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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The Daily Press.
HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 2ND MAY, 1904

THE Hongkong General Chamber of Commerce has, in a satisfactory manner, its intention of urging on the prosecution of the desired railway communication between this Colony and Canton. The Committee had not, as yet, taken up the question, probably for two reasons: they had no mandate from the members, and, being a cosmopolitan body, it was perhaps considered by them that so purely a British question should hardly be dealt with unless the members generally were in favour of it. The Chairman introduced the subject at the tail of his speech as the most important of all, though not in the list of those dealt with in the Report, and he proceeded to speak in strong terms of the vital necessity existing for immediate action in the matter. Mr. Hewer did not hesitate to advocate a subsidy by the Government for the section of the railway running through British Territory. It would, he admitted, be a departure from British Imperial policy, and he quoted Earl Percy in proof of this, but he considered this was a case that should properly form an exception to the rule, both on account of the difficult nature of the country through which the line would have to pass and also because the delay in the construction of the line is endangering the welfare of the Colony. In these conclusions all those who have the interest of the Colony at heart—whether British or non-British—must agree, and it was in that conviction that the members present so warmly applauded the observations made by the Chairman and other speakers present.

The quotation from Messrs. LEBERT & Co.'s circular made by Mr. E. S. WHEATLEY was also very strikingly to the point.

Referring to the Shantung Railway, it said:—“A feature which is becoming rapidly noticeable in the Northern trade is the transference of business from ‘Chefoo to Kiaochau; the facilities for loading and unloading cargo there and the rapid transit by rail to the interior are creating an exodus from Chefoo and the establishment of the same home in ‘Kiaochau. It is said that important markets in the interior can now be reached in one day whereas formerly the same class of cargo did not reach its destination under three weeks.” This statement of fact is impressive and to the point. It shows the absolute necessity for the establishment of the most rapid means of communication between Hongkong and the interior of Kwangtung, and especially with its greatest centre, Canton. It is idle to say that there is no prospect of any alternative line being built or port founded, but there is really no certainty on the subject; and it is the peremptory duty of the British Government to see that the position of Hongkong as the commercial gate of South China is not endangered from any quarter. That position has been slowly and laboriously built up during the past sixty years by its merchants and traders, until Hongkong has become the third port in the Empire in volume of trade, and it should be the constant care of the Government to conserve and foster that trade. What the German Government have done in Shantung could easily be done by the British Government in Kwangtung, but they are not expected to make a railway 252 miles long; they are simply asked either to construct a railway twenty miles in length through British territory, or to guarantee interest on such a line.

Personally we should prefer to see the Hongkong Government empowered to make the line to the frontier of the New Territory, the Colony and the Imperial Government sharing the cost between them, and leasing it to the Company responsible for the construction of the railway from Canton to the British frontier. The reason for this is simple. We want to see a final period put to the sickening procrastination shown by the concessionaries. It is now five years and four months, if not more, since they secured the concession, time enough—as has been recently demonstrated—to construct a railway of two hundred and fifty miles and place it in running order; and not one sod has been turned of this which may truly be termed one of the most promising railway routes in the whole of the Celestial Empire. If negotiations are to be opened with the British and Chinese Corporation for the granting of a subsidy or other arrangement of the kind, more time will elapse before operations can be commenced, and the threatened danger may become a fact before anything definite has been decided upon. If, on the other hand, the Hongkong Government will take the initiative and grasp this nettle boldly, a commencement could be made at once with the line, and this action would stimulate the concessionaries of the line from Canton to take advantage of their concession and not run the risk of having it cancelled in favour of some more enterprising capitalists. Whatever is to be done should be done quickly, however, for the matter will admit of no further delay. To impress this fact on the Colonial Office, would it not be well to call a public meeting of the colonists and ask the ACTING GOVERNOR to preside? It is well known that Mr. MAY shares the views so forcibly expressed by Sir HENRY BLAKE on the eve of his departure, and in a matter of such transcendent importance to the Colony, we think that the Government and the community should join hands to attain the desired end. The Chinese Community will also, we are sure, co-operate to bring about a really imposing demonstration in favour of the railway, and one that would assure the Imperial Government of the urgency with which it is regarded.

It is notified in the Gazette that Lieut. E. G. Barrett, H.K.V.C., has been granted leave of absence for 12 months.

A notification with regard to quarantine arrangements against Hongkong in Netherlands-India appears in the Gazette.

Yesterday was not only May Day, but also the sixth anniversary of the battle of Cavite, when the Spanish fleet was destroyed by Admiral Dewey's squadron. It was, too, the 63rd anniversary of the first publication of the Government Gazette in Hongkong.

Sport and Gossip says:—They have a wonderful cock pleasant in Chinkiang from all accounts. No, not from all, only from one. It was captured in a tree close to the Customs Club, in a very busy thoroughfare, and was quite at home with hundreds of coolies looking at it. Eventually it was taken into custody by the Inspector of Police.

Four fatal Chinese plague cases were reported on Saturday.

Mr. E. A. Hewitt has been appointed member of the Medical Board.

The report of the Directors of Messrs. Jans, Crawford & Co., Limited, Shanghai, announces the net profit for the year ended 29th February to have been \$45,157.31. An interim dividend of \$5 per share was paid in November; it is now proposed to pay a final dividend of 87 per share and to carry forward \$21,532.25.

The return of deaths in the Colony during February shows a total of 332, of which 17 were in the European and foreign community (12 civilians, 3 Army, 2 Navy) and 315 among the Chinese. 118 deaths were due to chest affections, 7 to malaria, and 3 only to plague. The British and foreign civil death-rate was 14.9 per 1,000 per annum; that for the Chinese, land 12.9, boat 9.2, land and boat, 12.3; and for the whole civil community, 12.4.

The following is the programme of music to be performed by the band of the 110th Mahatras Light Infantry on the New Parade Ground from 5 to 6.30 p.m. to-day:—
March..... “The Silver Trumpet” .. Godfrey
Overture..... “The Arabian Nights” .. Samowski
Selection..... “Walden, Brother Jonathan” .. Samowski
Yale..... “Reverie” .. Follet
Gallope..... “Wings of Love” .. Meyer
“God Save the King.”

A “wild man” from the Arctic Circle is causing a great sensation in Nome, Alaska. The man was captured at Cape Prince of Wales, and it is considered wonderful that a human being could live as this one apparently has on the coast of the Arctic Ocean. His beard and hair reach to his waist, his finger and toe-nails are twisted, and he wears strange and scant garments. Around his neck are two crucifixes. There is little doubt that the man is a Russian convict who escaped years ago, possibly from Siberia. He is apparently fifty years old or over and cannot speak an intelligible word. He is being held in the Nome city jail, where hundreds of people have visited him. During the years of his wandering, the wild man has apparently sought neither shelter nor food from the Esquimaux. Enquiry among them fails to show that they had ever seen him. How he escaped from the polar bears is considered another mystery.

A home paper writes:—“The bicycle has wrought many a peaceful revolution, but none more surprising than the start it has made towards breaking down the traditional seclusion of women in the East. The Queen of Siam is attended by Siamese ladies when taking a ride, thus naturally setting a new fashion to her subjects. The infection has now spread to the adjoining territory of Burma; for in Akyab a bevy of young Burmese ladies may be seen taking the air wheel. The Burmese women are the most intelligent and progressive in the East, in some respects even enjoying more liberty than their European sisters; so that it is only natural that they should take the lead in cycling. Mohammedan women in the East wear trousers, so that the ‘divided skirt’ has in this instance preceded the bicycle. But why ‘Mohammedan women,’ we wonder? The ladies mentioned are not Mohammedan. And what about the Chinese?”

NAVAL NOTES.

U.S. FAR EASTERN SQUADRON.
The United States has the most powerful fleet of any neutral power in Asiatic waters, save Great Britain, and more ships are under orders to come. A battleship squadron, a cruiser squadron, a gunboat squadron and fleet auxiliaries have just been augmented by the arrival of the destroyer flotilla, consisting of five powerful little fighting machines.

HONGKONG'S ASSETS AND LIABILITIES.

The following statement of the Colony's assets and liabilities on the 29th February, appears in the Gazette:—

	ASSETS.
Bank balances	\$68,215.17
Crown agents' balances	38,772.45
Crown agents' advances	183,358.33
Advances, &c.	127,174.21
Total assets	418,515.16
Balance	32,345.48
Total	\$450,860.64
	LIABILITIES.
Deposits not available	\$444,202.91
Money order remittances,	6,657.73
Total	\$450,860.64

POLICE FUNERAL.

The remains of Inspector T. H. Gidley, of the Hongkong Detective Department, were buried at Happy Valley on Saturday afternoon, the funeral leaving Government Civil Hospital at 3.40 p.m. Eight police inspectors carried the coffin from the Mortuary to a hearse waiting at Queen's Road West. The procession then marched past No. 5 Fire Station, where they picked up all available police constables and sergeants on duty, Chief Inspector H. G. Baker being in charge of them. At the Navy Yard another party of police joined, and many others, including Messrs. F. J. Budeley (Captain Superintendent of Police), E. R. Hallifax (Deputy Superintendent of Police), and P. E. J. Wodehouse (Assistant Superintendent of Police). A number of brethren of Lodge S. John, 618 S.C., of which deceased was a member, and other civilian friends, were waiting at the Monument. There were many wreaths of flowers. The burial ceremony, conducted by the Rev. C. H. Hickling, was very impressive. Afterwards the grave was filled in by brother police officers of deceased.

TELEGRAMS.

REUTER'S SERVICE.

THE WAR.—CROSSING THE YALU.

LONDON, 28th April.
Unofficial telegrams published in S. Petersburg varying report several attempts of the Japanese to cross the Yalu. According to one account, the Russian artillery destroyed the bridge thrown across the river north of Wiju, but a force crossed successfully south of Wiju and a portion advancing with a battery towards Tuenchew was severely repulsed.

THE GENSAN INCIDENT.

LONDON, 28th April.
Russian destroyers, after leaving Gensan on the 25th instant, encountered the Japanese transport *Kinsaku Maru*, 4,000 tons, at sea on the 26th. Seventeen officers, twenty soldiers, 85 carriers and 65 of the crew surrendered, and were taken on board a Russian cruiser, the remainder of the troops numbering 200 refusing to surrender were sent to the bottom with the ship.

LATER.
The Japanese state that only 73 perished in the *Kinsaku Maru*.

NO INTERVENTION WANTED.

LONDON, 28th April.
The Russian Government has sent a circular to its representatives abroad, declaring categorically that Russia will not accept mediation to terminate the war and will not admit the intervention of any Power whatsoever in the Russo-Japanese negotiations after the war.

THE ROYAL VISIT TO IRELAND.

LONDON, 28th April.
The King and Queen continue to be loyally welcomed everywhere in Ireland. Their Majesties were present at Panchestown races, where there was no hitch or discordant note.

THE KAISER'S RETURN.

LONDON, 28th April.
The Kaiser at Karlsruhe, in reply to an address by the Burgomaster, mentioned that he was completely restored to health. He referred to the great war which led to the unification of Germany, and hoped that the events now enacting before their eyes would steel their courage and find Germans united if it became necessary to interfere in a world policy.

RACING.—THE ONE THOUSAND GUINEAS.

	LONDON, 29th April.
Pretty Polly	1
Leucadia	2
Flamma	3

FIRE ON A STEAMER.

“SUNGKIANG” PUTS BACK TO HONGKONG.
At 5.58 p.m. on Saturday Central Police Station got notice by telephone that Messrs. Butterfield and Swire had received a telegram from Waplan Lighthouse, to the effect that the China Navigation s.s. *Sungkiang* was flying signals meaning she was on fire. At that time the steamer bore east-south-east, distant some three miles.

The *Sungkiang* arrived at Hongkong not long afterwards, and proceeded to Quarry Bay Wharf, where she was met by the fire-boat, in charge of Chief Inspector H. G. Baker. There were six Brigade men aboard the boat. The steamer's story briefly is as follows:—

She left Hongkong for Manila on Friday afternoon, with a full cargo of general merchandise and a number of passengers. Next morning—Saturday—when about 100 miles from Hongkong, it was discovered that fire had broken out in No. 3, the after-hold. This contained a great variety of freight, matches included, and it was these that got alight. Other goods in the same hold were cases of Tannan, the boxes and straw of which, of course, were inflammable, bags of sugar and rice, bales of cotton, potatoes and onions. Water was directed on the flames as well as possible, but the fire was difficult to get at, and it gained on the ship in spite of all efforts to extinguish it. There was nothing for it but to put back to Hongkong; so the captain altered his course, pointing the ship's nose in the direct opposite direction to that she had been going. On arriving here and making fast alongside at Quarry Bay the fire-boat extinguished the flames by pumping 12 feet of water into the ship's hold. Next morning this was pumped out, and the vessel proceeded to an anchorage off the Royal Dutch Petroleum Works, where she is now discharging the damaged cargo. A quantity of rice, sugar, and cotton has suffered by water, and an amount of goods, also, were more or less burned. The vessel may be able to proceed to Manila to-morrow. The Company are hurrying up things as much as possible, even working all day yesterday. The *Sungkiang*, it will be remembered, recently received a thorough overhaul, new decks, and extensive repairs at the hands of the Hongkong & Whampoa Dock Co., at the Kowloon establishment.

WAR NOTES.

THE GENSAN AFFAIR.

As we suggested in our leading article on Saturday, further details put a different complexion on the incident of the sinking of a Japanese transport at Gensan. We have received from Mr. Noma, the Japanese Consul, the following copy of a telegram received by him on Saturday:—

“Tokyo, 29th April, 10.55 p.m.
“As the 9th Company of the 37th infantry regiment (on peace strength) were returning to Gensan on the transport *Kinsaku Maru*, registered tonnage 2379, after reconnoitring Wiyon and the neighbourhood of the provinces of Hangyongdo, they were stopped, at 11.15 p.m. on the 25th inst., off Sinpho, by three Russian cruisers and two torpedo-boats. The cruiser *Rossia* then approached close up to the *Kinsaku Maru*. The captain of the transport, accompanied by the senior-ranking naval officers and two others, went on board the *Rossia*, where they were apparently detained.

“The enemy gave an hour's respite for surrender, but the soldiers, in strict discipline, obeying an officer's order, refused. At 1.39 a.m., the enemy discharged a torpedo, whereupon our soldiers, forming themselves into line on deck, exchanged fire with enemy, during which many of our officers and men perished. At about 2 a.m., another torpedo was discharged, and hitting engine-room split the transport into two. Some coolies and merchants had previously taken to boats, and were subsequently joined by some soldiers. After explosion, boats then rowed to the westward, and after indescribable sufferings the men reached Sinpho on the 27th. They were 45 petty officers and privates, 6 coolies and 3 merchants. Most of the crew and the coolies appeared to have been taken by the enemy. All military, except above mentioned survivors, believed to have died. Death of Company consists: 2 captains, 2 first and one second lieutenant, one ensign, 73 privates, and two interpreters. Of surviving soldiers, ten slightly, one seriously wounded.”

RUSSIA'S RULES OF WAR.

The following rules which the Russian Government will enforce during the war with Japan are published in the *Gazette*:—

I.—Japanese subjects are authorised to continue, under the protection of Russian law, to reside and to follow peaceful callings in the Russian Empire, except in the territories forming part of the Imperial Lientenancy in the Far East.

II.—Japanese merchant vessels which, at the time of the declaration of war, happened to be in Russian ports and harbours, are authorised to remain there before putting to sea with cargoes not being articles contraband of war, for such period as may be necessary in proportion to their loading requirements, but which shall in no case exceed forty-eight hours, counting from the moment that the present declaration is published by the local authorities.

III.—Subjects of neutral States may continue without hindrance their commercial relations with Russian ports and towns, provided that they conform to the laws of the Empire, and to the principles of the law of nations.

IV.—The military authorities are bound to take all necessary measures to secure freedom for the lawful trade of neutrals so far as is compatible with warlike operations.

V.—The following Rules are to be observed with regard to neutral commerce:—

1. The neutral flag covers enemy's goods, with the exception of contraband of war.

2. Neutral goods, with the exception of contraband of war, may not be seized under the enemy's flag.

3. Blockade, in order to be binding, must be effective, that is to say, it must be maintained by a force really sufficient to prevent access to the enemy's coast.

VI.—The following articles are deemed to be contraband of war:—

1. Small arms of every kind, and guns, mounted or in sections, as well as armoured plates.

2. Ammunition for fire-arms, such as projectiles, shell-fuses, bullets, priming, cartridges, cartridge-cases, powder, saltpetre, sulphur.

3. Explosives and materials for causing explosions, such as torpedoes, dynamite, pyroxyline, various explosive substances, wire conductors, and everything used to explode mines and torpedoes.

4. Artillery, engineering and camp equipment, such as gun-carriages, ammunition-waggons, boxes or packages of cartridges, field kitchens and forges, instrument-waggons, pontoons, bridge-trestles, barbed wire, harness, &c.

5. Articles of military equipment and clothing, such as bandoliers, cartridge-boxes, knapsacks, straps, cuirasses, entrenching tools, drums, pots and pans, saddles, harness, completed parts of military uniforms, tents, &c.

6. Vessels bound for an enemy's port, even if under a neutral commercial flag, if it is apparent from their construction, interior fittings, and other indications that they have been built for warlike purposes, and are proceeding to an enemy's port in order to be sold or handed over to the enemy.

7. Boilers and every kind of naval machinery, mounted or unmounted.

8. Every kind of fuel, such as coal, naphtha, alcohol, and other similar materials.

9. Articles and material for the installation of telegraphs, telephones, or for the construction of railroads.

10. Generally, everything intended for warfare by sea or land, as well as rice, provisions and horses, beasts of burden and others which may be used for a warlike purpose, if they are transported on the account of or are destined for the enemy.

VII.—The following acts, forbidden to neutrals, are assimilated to contraband of war: The transport of the enemy's troops, of his despatches and correspondence, the supply of transports and war-ships to the enemy.

Neutral vessels captured in the act of carrying contraband of this nature may, according to circumstances, be seized, and even confiscated.

VIII.—The Imperial Government reserves to itself the right to depart from the above-mentioned Regulations in regard to an enemy or neutral State which, on its side, does not observe them, as well as to take the necessary measures in accordance with the special circumstances of each specific case.

IX.—The detailed Regulations which the military authorities are bound to observe during naval warfare are set forth in the “Règlement” relating to prizes sanctioned by His Majesty the Emperor on the 27th March, 1885, as well as in the special instructions approved by the Admiralty Council on the 29th September, 1900, relating to stoppage, visit, capture, transport, and delivery of captured vessels and goods.

X.—In addition, the military authorities are bound to conform to the following International Agreements signed by Russia:—

1. The Geneva Convention of the 10th (22nd) August, 1864, for the amelioration of the condition of the wounded in time of war.

2. The Declaration of S. Petersburg of the 29th November (11th December), 1868, respecting the prohibition of the use of explosive projectiles.

3. Agreements signed at the International Peace Conference at The Hague, the 17th (29th) July, 1899, and ratified by His Majesty the Emperor the 6th May, 1900.

(a) Convention with respect to the laws and customs of war by land.

(b) Convention for adapting to maritime warfare the principles of the Geneva Convention of the 10th (22nd) August, 1864.

(c) Declaration relating to the prohibition of the use, for a period of five years, of projectiles and explosives dropped from balloons or by means of other similar new methods.

(d) Declaration relating to the prohibition of the use of projectiles which are only intended to spread asphyxiating or noxious fumes.

(e) Declaration relative to the prohibition of the use of bullets which expand or flatten easily in the human body, such as bullets with hard casing, of which the casing does not entirely cover the core, or is provided with notches.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

The position up to date is:—

DOUBLES HANDICAP.

Second Round:—Bogran and King scratched to Pinckney and Grist; G. H. Potts and E. Deacon beat P. and Bell; Beattie and Manning beat Grist and Dixon; Wood and Gale scratched to R. and H. Hancock; Martin and Strickland beat Orme and Fletcher; Atkinson and Smith beat Hallifax and Newland; Beavis and Rouse beat E. A. Seth and H. M. Bain; Murphy and Boyd beat Sayer and S. A. Seth. Scott and Gillingham beat Loureiro and H. D. Bain; Boyd and Smith, R.A., beat Hooper and Knyvett; Edwards and Ward beat Bird and Birbeck; Craig and Holyoak beat Stodart and Goldring; Tozer and Grimble beat Kirkpatrick and Miles; Humphreys and Pearce beat Wodehouse and Swan.

Third Round:—Martin and Strickland beat Gray and Dartnell, 6-0, 6-3; Atkinson and Smith beat Beavis and Rouse, 8-6, 6-3; Beattie and Manning beat G. H. Potts and E. Deacon.

SINGLES HANDICAP (CLASS A).

Second Round:—E. W. Slade scratched to H. Pinckney; W. J. Newland beat C. E. H. Beavis; L. Murphy beat J. H. Swan; E. Hancock beat J. R. Wood; A. Boyd beat G. N. Orme; E. G. Barrett scratched to P. R. Wolff; E. Deacon beat A. B. Rouse; E. Humphreys beat H. Hancock; E. B. Hallifax beat R. E. O. Bird; W. L. Martin beat A. G. M. Fletcher; H. Humphreys scratched to A. Humphreys; P. Strickland beat P. R. Scott; A. C. Batt beat Whyte, R.A.; E. J. Grist beat J. Hooper; H. W. Smith, R.A., beat T. S. Pearce; Third Round:—L. Murphy beat W. J. Newland; A. Boyd beat P. R. Wolff; E. Humphreys beat E. Deacon; E. R. Hallifax beat W. L. Martin.

CHAMPIONSHIP.

Second Round:—A. Humphreys beat H. Humphreys; P. E. Wolff scratched to E. Hancock; W. L. Martin beat C. A. Parker; P. Strickland beat A. C. Batt.

SINGLES HANDICAP (CLASS B).

Second Round:—R. B. Beattie beat W. E. Craig; L. E. Dartnell beat W. King; R. Bogran beat T. C. Gray; W. S. Allen beat R. Birbeck; R. Manning beat S. A. Seth; P. K. Knyvett beat A. G. Ward; C. P. Chatter beat H. M. Bain.

Third Round:—R. B. Beattie beat L. E. Dartnell.

PROFESSIONAL PAIRS.

Second Round:—Grist and Beavis beat Wodehouse and Orme; R. Hancock and Slade beat Kirkpatrick and Miles, R.A.; A. and E. Humphreys beat Butt and Parker; Boyd and Smith beat Pinckney and Scott; Martin and Strickland beat Beattie and Manning; Atkinson and Smith beat H. Hancock and Chatter.

Third Round:—Atkinson and Smith beat Hancock and Slade.

ROYAL HONGKONG GOLF CLUB.

In the third round of the tournament now progressing for the Golf Championship of the Colony two important matches were played yesterday. The results were:—T. S. Forrest beat E. J. Grist (4 and 2); C. W. May beat C. M. G. Burns (2 and 1). The competition for the annual Captain's Cup is nearly completed. Dr. Drew, R.N., having reached the final and having to play the winner of E. J. Lee and T. C. Gray.

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Hongkong, 6th April, 1904.

RUSSIA AND THE WAR.

IS INTERNAL TROUBLE LIKELY?

What effect is the war in the Far East likely to have on the internal condition of Russia? asks a correspondent, writing in the Times. If the Japanese were victorious all along the line, would the big, overgrown Empire be able to stand the strain? Would not the widespread discontent among the oppressed nationalities who object to Russification, together with the Constitutionalists, Socialists, and Anarchists, agitation, which can be with difficulty kept under control in times of peace, burst out into open insurrection? In a word, is there not a probability of the unwieldy Colossus falling to pieces? Such are the questions frequently addressed at present to those who are supposed to have special knowledge regarding things Russian.

To those who reason a priori on the basis of a mere superficial knowledge of the country and people there seems a strong probability of some such catastrophe. The country has expanded with a rapidity out of all proportion to the work of consolidation. One of the eminent officials who has himself taken a prominent part in the expansion process confessed lately to a friend that he had outgrown discretion. "It is," he said, "as if I had bought a house and, instead of applying my available resources to furnishing it properly and providing for my family, I had devoted every rouble I possessed to buying up land all round about. One day my wife comes to me and asks me for three roubles to pay a little household bill, and I am obliged to say to her, 'My dear, I have not a kopeck in my pocket; but that does not matter, because I have land in abundance and it will some day give me a large income.' Now can it be reasonably contended that the efforts at consolidation have been always very judicious. The Russification of the Baltic provinces, Poland, Finland, and the Caucasus, has not been by any means entirely successful, even from a purely administrative point of view, and it has produced among the subject nationalities a great deal of political dissatisfaction. At the same time the manner in which the Jews have been treated has pretty nearly extinguished any little Russian patriotism they ever possessed and has driven a large number of them into the ranks of the revolutionary agitators. According to the information collected by the Minister of the Interior, over 70 per cent. of these agitators are of Jewish origin. Lastly, the consolidating influence of the Siberian railway has been more than counterbalanced by pushing that thin black line for hundreds of miles into the territory of a foreign Power which is not itself capable of protecting it and objects to the intrusion of aggressive foreigners for the purpose. If more evidence were wanted with regard to dissolving influences, we have only to examine the existing fiscal system by which the peasantry have been impoverished and an unjustifiable proportion of the increased revenues has been applied to what may be fairly described as objects of political luxury. Moreover, it must be confessed that the expenditure on legitimate objects has unnecessarily increased by administrative incapacity and corruption, though it is only fair to add that corruption is on a much more moderate scale than is generally supposed in Western Europe.

Thus it must be admitted by any competent, impartial observer that there is something rotten in the State of Denmark, and volumes might be written on the subject; but what we have at present to consider is simply how far this rottenness is likely to produce, during an untimely war, a disruption of the Empire, or at least very serious difficulties for the Government.

Those who are hostile to the present state of things in Russia may be conveniently divided into three groups:—(1) the dependent nationalities which object to Russification, (2) the great majority of the educated classes of Russia proper, who desire some kind of representative institutions, and (3) the revolutionary agitators. Let us glance at these three groups in succession and try to determine roughly their political aims and the means at their disposal for realizing them.

Among the disaffected nationalities the Finlanders are at present in the front rank. They have political grievances of a serious kind, and if Russia were a country with Parliamentary institutions they might cause the Government some annoyance by forming a Home Rule party and using the approved methods of obstruction. But Russia, as we know, does not possess a Parliament and is not likely to possess one for many years to come, and the Finlanders have no means of creating for the Imperial Government any serious embarrassments. Finland is a small country containing a peaceable, order-loving population of about 2½ millions, in which the dominant race, of Swedish origin, form only a small minority, estimated roughly at 350,000. Outside the limits of the Grand Duchy those who are protesting against the infringement of their ancient rights and privileges find no support except the phantasmic sympathy of Scandinavophiles and other liberal-minded foreigners, for the Russian national sentiment is strongly opposed to their Home Rule aspirations.

The Germans of the Baltic provinces are in a similar position. They would like to preserve intact their nationality and their ancient Home Rule privileges, but they have come to recognize that they derive many substantial advantages from forming part of a great Empire and that uncompromising resistance to Russification is hopeless. Among them are thousands of frontiersmen, but we have never heard of the existence of a Separatist party.

Close to the Baltic Province is Poland, a much more important political factor in the problem. Here we have a population formidable in numbers, which have twice, since the Congress of Vienna, struck a blow for their independence. They are still by no means reconciled to Russian rule, but great changes have taken place both in their sentiments and in their material condition since their last insurrection in 1863. They now understand what they ought to have perceived long ago—that the resurrection of Poland would be opposed to the death by direct military Empire, Russia, Austria, and Germany, and that no other Great Power would give them material aid. Even in 1863 they founded their hopes of independence on the assistance of France and England, and as soon as it became evident that the diplomatic artillery of Napoleon III. and Lord John Russell was provided merely with blank cartridge the insurrection very soon collapsed. Is there anyone in France or England now who would ever dream of going to war with Russia, Germany, and Austria for the independence of Poland?

The unrest in the Caucasus may be dismissed in a very few words. It is partly mere brigandage—a revival of the predatory habits of the tribes under an incompetent administration—and partly a protest of the Armenians against the diminution of the ancient autonomous rights of their national Church. Here again the Home Rulers find no sympathy or support outside their own community, except, perhaps, among a few well-meaning people in London and Paris. All that is required to make the unrest in the Caucasus disappear is the appointment of a capable Governor-General who could effectively with the brigands, and a little more wisdom in the Ministry of the Interior to quiet the

American agitation. In any case the unrest cannot seriously embarrass the central Government.

We come now to the opposition to the Government among the genuinely Russian population. It is of two kinds—patient effort to obtain by legal means a more liberal system of administration, and revolutionary agitation for the overthrow of the autocratic power, with a view to reorganizing the Government and society on Socialistic principles. These two kinds of opposition are not only independent of each other, but mutually hostile.

There can be no doubt that the great majority of the educated classes have political aspirations inconsistent with the indefinite continuance of their opinions on the subject, though they are obliged, on public occasions and when writing for the Press, to put them in a guarded and respectful form. Occasionally at meetings of the local assemblies, and even in local addresses to the Emperor, they give it to be understood by implication that the central Government might derive great advantage from consulting competent authorities outside of the official world, but they never venture to employ any more efficient means of pressure, and for those respectful representations and suggestions they sometimes receive an official reprimand. This does not prevent them from indulging privately in the most scathing criticism of the authorities, and in very strong language about the general stupidity and other defects of the administration. Nothing could be further from the truth than the common idea in England that Russians are too much afraid of the secret police to criticize and condemn in private conversation the acts of their Government.

There is thus in Russia a very large number of people who may be called an Opposition, but they cannot be called a party, because they have no organization, and any attempt to form an organization would be forcibly suppressed by the authorities as an act of sedition. So long as they stop short of combined action and refrain from public demonstrations they may talk as freely as they please. Their talk, however, exercises little or no influence on the course of affairs. For the last 30 years they have been saying habitually that things cannot go on as they are; but in spite of their confident assertion, things do go on in the old groove, and the would-be reformers never dream of doing anything which would provoke a crisis. They are, in short, mere academic politicians, *fondues* who confine themselves to words. At present there is a schism in their ranks. Some forget their aspirations for internal reforms in the warmth of their excited patriotism, whilst others, speculating philosophically on the probable results of a disastrous campaign. Most of these latter predict that military disasters in the Far East will have the same beneficial effect on the internal situation as the Crimean war, and they look forward to a whole series of useful reforms such as those that were effected during the early years of Alexander II.'s reign. But these reforms, it is expected, will be undertaken voluntarily by the autocratic power, in sympathy with awakened public opinion. The idea of the Tsar's hand being forced by a revolutionary movement does not at all enter into their programme, and the last thing they would think of doing would be to foment internal disturbances during the war with a view to create embarrassments for the Government. In France great military disasters are apt to suggest the necessity of overturning the constituted order of things; in Russia they have a directly opposite effect.

But what of the Anarchists, who assassinate high officials and who stir up among the peasantry and the workmen in the towns disturbances requiring the military to be called out? Will they not take advantage of the situation to produce a great upheaval of the masses? No doubt they will, if they can; and they will certainly not be restrained by any patriotic feelings, for they regard patriotism as an antiquated delusion which can have no place in the doctrines of an enlightened Socialist. But it is difficult to imagine how they can effect anything serious. Their numbers cannot be accurately determined, but it may be safely asserted that even the "suspects" do not exceed a few thousands, and hitherto their attempts to produce popular risings have been miserable failures. By means of unblushing falsehoods, forged manifestoes, and similar expedients, they have occasionally persuaded a group of peasants that the Tsar wished them to take possession of the land or the stores of grain of the neighbouring landed proprietor, and some insignificant local disturbances have resulted, but as soon as the authorities appeared on the scene the unarmed crowd very quickly dispersed. The most brilliant successes of these agitators ended in the shooting down of a few ignorant deluded individuals who believed that they were acting in accordance with the Tsar's commands, and it is pretty certain that with less zeal and a little more tact on the part of the authorities those regrettable incidents might have been avoided. More than five-and-twenty years ago the leaders of the revolutionary propaganda recognized—and some of them, like Stepanik, have publicly confessed it—that a general insurrection was an impossibility, and it was for this reason that they changed their tactics and adopted the methods of terrorism—that is to say, the assassination of prominent officials. If they have recently reverted to their old tactics, it is not in the hope of overturning the Government by a great popular rising, but simply from a conviction that the revolutionary movement, to which so many of their partisans have been sacrificed, must somehow be kept alive in view of possibilities in the distant future. They can hardly imagine that a time of war, when the patriotic feelings of the masses are abnormally excited, presents a favourable moment for the realization of schemes which they recognize as impossible in time of peace.

The Russians are peculiarly impulsive people, much inclined to rush into the extremes of optimism and pessimism alternately. When in the pessimistic mood, many of them take a very gloomy view of the present condition of their country and express grave apprehensions as to

the immediate future, but I have never known one of them entertain for a moment the idea of a possible disruption of the Empire. That is a contingency which could hardly occur to the mind of anyone knowing intimately the Russian national character. It is an idea of foreign origin, and among those who entertain it I have never found any plausible explanation as to how the predicted disruption is to be brought about.

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[96]

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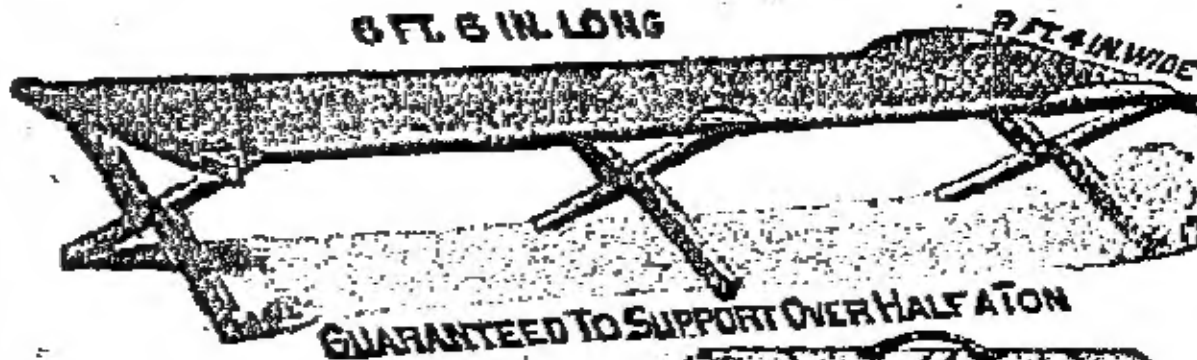
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[1118]

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE CANTENTS IN SOUTH AFRICA.

BRANCHES:

BOMBAY.....20, ESPLANADE ROAD.

CALCUTTA.....4, DALHOUSIE SQUARE.

RANGOON.....72, MERCHANT STREET.

LONDON.....19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO., HONGKONG

[44]

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"STRASSBURG."
Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 25th inst.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd May, at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 25th April, 1904.

[1096]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Bills of Lading for the Goods of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., To-day, the 27th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 3rd May, at 2.30 A.M.

All Claims must reach us before the 8th May, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 27th April, 1904.

[5]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 3rd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Agents.

Hongkong, 27th April, 1904.

[1115]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARAGONIA."
Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 28th inst.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 28th April, 1904.

[1144]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

Cargo ex STEAMSHIP "HYADES,"
FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA AND KOBE

having arrived per "Pineauy" Consignees of Cargo are hereby requested to send in their Bills of Lading for a countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 27th April, 1904.

[17]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Chartered Steamship "OCEANO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 29th inst.

Goods not cleared before the 5th prox. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 8th prox., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.
NIPPON YUSEN KAISHA,
Hongkong, 29th April, 1904.

[1148]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS,
Hongkong, 31st July, 1903.

[1166]

ON Monday, 25th April, between Peak and Queen's Road, A LADY'S GOLD CURB BRACELET. Finder will be rewarded.

B. LAYTON,
2, Ice House Street.

Hongkong, 28th April, 1904.

[1118]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD,
Hongkong, 19th March, 1904.

[78]

"TANG YUEN,"
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.
Apply—MANAGERESS,
Macdonnell Road

or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903.

[71]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Poddar's Hill.

Hongkong, 1st January, 1892.

[1118]

"HONGKONG DAILY PRESS"

IS REPLET WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED

CATALOGUES,

CIRCULARS,

VISITING CARDS,

AND

COMMERCIAL

PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.

MACHINE RULING,

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,

LEDGERS AND ACCOUNT

BOOKS

A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTAB-
LISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

WM. WHITELEY
(Universal Providers)
WESTBOURNE GROVE, LONDON, W.
THE BIGGEST STORE
IN THE WORLD.
HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.
General Illustrated Catalogue (250 pages), or
any Departmental List sent free to bona-fide
applicants.

SHIPPING.

ARRIVALS.	
April 29, HOLLAND, German str., 985, T. C. Hansen, Saigon 25th April, Rice.—CHINESE.	
April 29, J. B. LEROUX, American str., 207, C. F. Garry, Manila 17th April, General.—(HUMAN & CO.)	
April 29, TIV, Norwegian str., 1,418, D. L. Hansen, Hongkong 26th April, Coal.—E. A. TRADING CO.	
April 29, WUHU, British steamer, 1,229, E. Richards, Wuhu and Chinkiang 25th April, Rice and General.—BUTTERFIELD & SWIRE.	
April 30, ARDANFAR, British str., 2,090, W. Kinley, Moji 24th April, Coal.—BRADLEY & CO.	
April 30, CHIHUI, British str., 1,142, G. Hooker, Tientsin 22nd April and Choofo 25th, General.—BUTTERFIELD & SWIRE.	
April 30, CHUYEN, Chinese str., from Canton, 190, H. French str., 739, P. McLeod, Hongkong and Hoihow 25th April, General.—R. MARUY.	
April 30, ICHANG, British str., from Canton, 1,418, D. L. Hansen, Hongkong 26th April, Coal.—E. A. TRADING CO.	
April 30, KATONG, British str., 1,935, G. H. Pennerfather, Manila 27th April, General.—BUTTERFIELD & SWIRE.	
April 30, KARIN, Swedish str., 697, G. Pettersen, Saigon 23rd April, General.—SANDER, WIELER & CO.	
April 30, KWONGSANG, British str., 1,427, P. M. B. Lake, Shanghai 27th April, General.—JARDINE, MATHESON & CO.	
April 30, LYFENGOO, German str., 1,238, Th. Lehmann, Chinkiang 25th April, Rice and Beans.—NIMMSEN & CO.	
April 30, SIGNAL, German str., 907, A. Bendixen, Bangkok 23rd April, Rice.—JENSEN & CO.	
April 30, TRITOS, German str., 1,033, H. Kraft, Swatow 25th April, General.—OSAKA SHOSHEN KAISHA.	
May 1, HAITAN, British str., 1,182, T. S. Roach, Foochow via Amoy and Swatow 28th April, General.—DOUGLAS LAMPAIR & CO.	
May 1, HINANG, British str., 1,573, W. E. Sawyer, Sourabaya 22nd April, Sugar.—JARDINE, MATHESON & CO.	
May 1, NORD, British str., 1,924, Bel. Barry, 11th March and Singapore 23rd April, Coal.—ORDER.	
May 1, OAN, British str., 1,348, Hunter, Greenock 1st March and Singapore 25th April, Coal.—BUTTERFIELD & SWIRE.	
May 1, TELEMACIUS, British str., 1,350, James Williamson, Saigon 26th April, Rice and Cotton.—ORDER.	

DEPARTURES.
30th April.
BOGO, Norwegian str., for Bangkok.
CHUYEN, Chinese str., for Kobo.
FRANZ, British str., for Tientsin.
FRANZ, British str., for Amoy.
HANGSANG, British str., for Hongkong.
INDRAVILLI, British str., for Hoihow.
JACON, British str., for Canton.
K. WANG, Chinese str., for Canton.
MELITA, German str., for Yokohama.
PROMETHEUS, Norwegian str., for Bangkok.
RUBI, British str., for Manila.
SIBERIA, American str., for Shanghai.
TIE, Norwegian str., for Canton.
WUHU, British str., for Canton.
1st May.
GLENFALLOCH, British str., for Amoy.
HAILONG, British str., for Tamsui.
ICHANG, British str., for Ningpo.
KWONGSANG, British str., for Canton.
MACHWY, German str., for Bangkok.
M. STRUVE, German str., for Canton.
ORIEL, British str., for Diamond Island.

VESSLS IN DOCK. 30th April.
ABERDEEN DOCK.—H. I. G. M. S. Merve, Adamant, Seward, Apexvade, Hoihow, H.M.S. Montey, H.M.S. Moorlen, Hoihow, H.M.S. Toki.
COSMOPOLITAN DOCK.—Hoihow.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.
STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to TAWAO, LAHAD DATU AND LABUAN.
The Company's Steamship
"BORNEO,"
Captain Mulla, will be ready to load for the above ports TO-MORROW (TUESDAY) MORNING, the 3rd May.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 29th April, 1904. [1147]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 3rd May, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSON & CO., LD.,
Agents.
Hongkong, 29th April, 1904. [1111]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship
"ERNEST SIMONS,"
Captain Bourdon, will be despatched for the above ports on or about MONDAY, the 2nd May.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 27th April, 1904. [2]

"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP (via SUEZ CANAL).
THE Steamship
"BENALDER,"
Captain McIntosh, will be despatched as above on or about the 7th May.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th April, 1904. [1021]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	MAITA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	7th inst., at Noon.
LONDON & ANTWERP (via SUEZ CANAL).	BEHALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP.	ANTHOR	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	10th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP.	ALCINOL	Brit. str.	Madson	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP.	DEUCALION	Brit. str.	Madson	BUTTERFIELD & SWIRE	7th June.
MARSEILLES, &c., via PORTS OF CALL.	AGAMEMNON	Brit. str.	Madson	BUTTERFIELD & SWIRE	21st June.
BREMEN, via PORTS OF CALL.	ANNAM	Frenc. str.	R. Girard	MESSAGERIES MARITIMES	To-morrow, 1 P.M.
HAVRE & HAMBURG.	BATERN	Ger. str.	R. Heintze	MELCHERS & CO.	25th inst., at Noon.
HAVRE & HAMBURG.	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
HAVRE & HAMBURG.	MARBURG	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	17th inst.
HAVRE & HAMBURG.	STRASSBURG	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	31st inst.
HAVRE & HAMBURG.	SEGOWIA	Ger. str.	Forch	HAMBURG-AMERIKA LINIE	14th June.
GENOA, MARSEILLES & LIVERPOOL.	NURNBERG	Ger. str.	Jaburg	BUTTERFIELD & SWIRE	28th June.
NEW YORK, via PORTS & SUEZ CANAL.	ACHILLES	Brit. str.	Madson	BUTTERFIELD & SWIRE	17th inst.
NEW YORK, via PORTS & SUEZ CANAL.	TEENKAT	Brit. str.	Madson	BUTTERFIELD & SWIRE	20th June.
NEW YORK, via SUEZ CANAL.	SHIMOSA	Brit. str.	Madson	DODWELL & CO., LD.	About 16th inst.
NEW YORK, via SUEZ CANAL.	BREIT LUEL	Brit. str.	Madson	STANDARD OIL CO.	About 12th inst.
NEW YORK, via SUEZ CANAL.	RAR ISSA	Brit. str.	Madson	SHEWAN, TOMES & CO.	28th inst.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Madson	CANADIAN PACIFIC R. CO.	21st inst.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	Madson	CANADIAN PACIFIC R. CO.	17th inst.
VICTORIA (B.C.) & SEATTLE via N'AKI, &c.	CALCHAS	Brit. str.	Madson	BUTTERFIELD & SWIRE	21st inst.
VICTORIA (B.C.) & TACOMA via JAPAN.	SHANMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	11th inst.
AUSTRALIAN PORTS.	EMPIRE	Brit. str.	Holms	GIBB, LIVINGSTON & CO.	About 3rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	PERA	Brit. str.	A. L. Valentini	P. & O. S. N. Co.	11th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	CHANGHAI	Brit. str.	Madson	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TAIWAN	Brit. str.	Madson	MESSAGERIES MARITIMES	About 2nd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	E. SIMONS	Frenc. str.	Bourdon	BUTTERFIELD & SWIRE	5th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TAMUO	Brit. str.	Madson	BUTTERFIELD & SWIRE	About 8th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	KAOHING	Brit. str.	Madson	P. & O. S. N. Co.	11th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	SIMLA	Brit. str.	Madson	OSAKA SHOSHEN KAISHA	4th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TRIUMPH	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	7th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	4th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TRITOS	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	4th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	CHIHUI	Brit. str.	Madson	BUTTERFIELD & SWIRE	About 7th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	KAIPONG	Brit. str.	Madson	DODWELL & CO., LD.	7th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	SHANMUT	Brit. str.	W. M. Smith	SHEWAN, TOMES & CO.	11th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	ZAFIRO	Brit. str.	R. Rodger	GIBB, LIVINGSTON & CO.	14th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	EMPIRE	Brit. str.	Holms	MELCHERS & CO.	Quick despatch.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	Quick despatch.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	BORNEO	Ger. str.	Muhle	MELCHERS & CO.	Quick despatch.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	TIJIPANAS	Dut. str.	A. Stewart	H.-C. TRADING CO.	To-morrow, 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	C. APCAR	Brit. str.	A. Stewart	DAVID SASSON & CO., LD.	11th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904
at 1 P.M., the Company's Steamship
"ANNAM," Captain R. Girard, will
leave this Port for MARSEILLES via Ports of
Call, WITHOUT TRANSSHIPMENT.

This Steamship connects at COLOMBO with
the Australian line as "Nera," bound for
MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for
London as well as for Marcellies, and accepted in
transit through Marcellies for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on Monday, the 2nd May. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, 21st April, 1904. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Steamship
"EMPIRE,"
Captain Helms, will be despatched for the above
port on WEDNESDAY, the 11th May, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st April, 1904. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking
through Cargo to ADELAIDE, NEW
ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE,"
Captain Helms, will be despatched for the above
ports on WEDNESDAY, the 11th May, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th April, 1904. [1082]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 12th May. Freight.
MARBURG	HAYRE, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 17th May. Freight.
STRASSBURG	HAYRE and HAMBURG (Colombo)	On 31st May. Freight & Passengers.
SEGOWIA	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 14th June. Freight.
NURNBERG	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 28th June. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Guisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 7th May, 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat., 14th May, 10 A.M.
PERLA	1880	A. H. Notley		

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 30th April, 1904. [16]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, via SHANGHAI.	PERA	About 3rd May	Freight only.
HAI MOJI and KOBE (Passing through the Inland Sea)	A. L. Valentini		
LONDON, &c.	MAITA	Noon, 7th May	Ste Special Advertisement.
SHANGHAI	SILLA	About 8th May	Freight and Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	FORMOSA	About 11th May	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th April, 1904. [1]

JAVA-CHINA-JAPAN LINE.

HEAD AGENT—R. BISSCHOP, 2, DUNDRELL ST., HONGKONG.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

TEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	First half of May	SINGAPORE & JAVA PORTS	First half of May
TJILATJAP.	JAPAN	First half of June	SINGAPORE & JAVA PORTS	First half of June
TJIMAH.	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a
mild number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE AGENTS,
THE HOLLAND CHINA TRADING CO.
Telephone No. 201.
Hongkong, 11th April, 1904. [23]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS
AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS. SAILING DATES.

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY 25th May
OLDENBURG	WEDNESDAY 29th June
SACHSEN	WEDNESDAY 22nd June
SEYDLITZ	WEDNESDAY 6th July
ROON	WEDNESDAY 20th July
PREUSSEN	WEDNESDAY 3rd August
PRINZ REGENT LUITPOLD	WEDNESDAY 17th August
PRINZ HEINRICH	WEDNESDAY 31st August
GNEISENAU	WEDNESDAY 14th September
BAYERN	WEDNESDAY 28th September
SACHSEN	WEDNESDAY 12th October
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PREUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905

ON WEDNESDAY, the 25th day of MAY, 1904, at Noon, the Steamship
"BAYERN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on Monday, the 23rd May. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 24th May, and Parcels will
be received at the Agency's Office until Noon on TUESDAY, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 28th April, 1904. [5]

NORTHERN PACIFIC RAILWAY COMPANY.

BOSTON & CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONT	9,606	T. W. Garlick	Tuesday, June 23rd
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT 9,606 tons. W. M. Smith About 7th May.
S.S. TREMONT 9,606 tons. T. W. Garlick About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
Superior Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 30th April, 1904. [7]

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW AND AMOY	"TRITOS"	WEDNESDAY, 4th May, at 10 A.M.
TAMUO, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 8th May, at 10 A.M.
FOOCHOW, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 11th May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named chartered steamers have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
aff

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOIN SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AD HUMAN PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.	
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.	
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 19th May.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 25th May.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 31st May.	
GLASGOW and LIVERPOOL	"DIONED"	On 6th June.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON and ANTWERP	"ANTENOR"	On 10th May.	
* GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 17th May.	
LONDON and ANTWERP	"ALCINOUS"	On 24th May.	
* GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 31st May.	
LONDON and ANTWERP	"TEENKAI"	On 6th June.	
* GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 13th June.	

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.	

Butterfield & Swire, Agents.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
HONGKONG	"TAIWAN"	On 2nd May.	
MANILA	"KAIFONG"	On 4th May.	
SHANGHAI	"TAMSUI"	On 5th May.	
SWATOW and TIENTSIN	"KAOHING"	On 6th May.	
PORT DARWIN, THURDAY ISLAND, COOKTOWN, CANNIS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHIHILI"	On 7th May.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th April, 1904. [12]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND PORTLAND, OREGON
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	ONS.	CAPTAIN	TO SAIL ON
"ARABIA"	1883		
"ARAGONIA"	1898		
"NUMANTIA"	1870		

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th March, 1904. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship

"MALTA"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 7th MAY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HAVETT, Superintendent.

Hongkong, 26th April, 1904. [1]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

"PAUL BEAU."

Captain Franglet, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN."

Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... 80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Prince's Wharf.

For further particulars, apply to

The Pharmacy, Queen's Road Central, Hongkong, 23rd March, 1904. [420]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	DATE
"SHIMOSA"	About 10th May.
"SATSUMA"	31st May.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 29th April, 1904. 877

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rabbatini United Companies.)

STEAM FOR HONGKONG VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Magagnoli, will be despatched as above on WEDNESDAY, the 11th May, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 29th April, 1904. [4]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"BREIZ HUEL"

will be despatched as above on or about the 12th May.

For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 29th April, 1904. [128]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA"

will be despatched for the above port on THURSDAY, the 26th May.

For Freight apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 26th April, 1904. [1088]

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which European residents in each case as it can be made, but each Colony, Port, or Settlement is preceded by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TRAVELLER, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

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JAPAN

Osaka, Keelung, Yokohama, Moji, Nagasaki, Tainanfu, Kobe, Hakodate, Takow, Shimonoseki, Tamsui, Anping.

EASTERN SIBERIA

Vladivostok, Nikolajewsk.

COREA

Seoul, Wonsan, Mokpo, Chemoopo, Fusan, Chinnampo, Kun Ssu, Pingyang, Songchin.

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Hanoi, Annam, Tourane, Haiphong, Siam, Saigon, Tonkin Provinces, Quinhao, Cambodia.

PHILIPPINES

Manila, Iloilo, Cebu.

BORNEO

Sarawak, Labuan, British N. Borneo, BANGKOK.

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley, MALAY STATES.

Sungei Ujong, Selangor, Johore, Jelebu, Perak.

NETHERLANDS INDIA

Sumatra, Padang, Batavia, Sourabaya, Measur, East Coast of Sumatra.

NAVAL SQUADRONS

British, German, Russian, French, Japanese, United States.

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement now greatly facilitates reference.

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contains the names of over 20,000 FOREIGNERS.

carefully arranged in the Initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

THE PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA are arranged in a special separate list.

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MAP OF THE FAR EAST

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PLAN OF KOREA AND JIVAGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TIENTSIN (KIAOCHAU)

NEW PLAN OF DALNY

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF PEAK DISTRICT, VICTORIA

PLAN OF KOWLOON

NEW PLAN OF MANILA

PLAN OF SINGAPORE

PLAN OF PENANG

PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money Weights, and Measures, and other Commercial Information including

TREATIES WITH CHINA

Great Britain, 1842; Tientsin, 1858; 1859; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial, Shanghai, 1902.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional Convention, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiaochow Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1859; Liangtung Convention, 1895; Commercial, 1896; New Ports, 1896. Supplementary Commercial 1903.

Russia—St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Taitienwan Agreement, 1888.

Portugal, 1888.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1854; Duties Convention 1855; Russia, Agreements as to Corea; United States Extraterritorial Treaty, 1866; Great Britain (Alliance) 1902.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; United States, 1882; Great Britain, 1895. Trade Regulations.

TREATIES WITH SIAM

Great Britain, 1866; France, 1893; Japan, 1893; Russia, 1893.

Great Britain and France, Siam Frontier.

Great Britain and Russia, Railway Convention 1893.

Great Britain and Siam, 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, 1855, 1877, 1878, 1881, 1884, 1884, 1886, 1886, Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement; Table of Hongkong Court Fees; Administrative Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consuls of Shanghai Regulations for Foreign Companies in Japan Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour Regulations for Japan, &c.

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Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,750, \$10.00. Directory only pp. 1,300, \$6.00.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now greatly below the equivalent of £1 5s. at which it was originally published.

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